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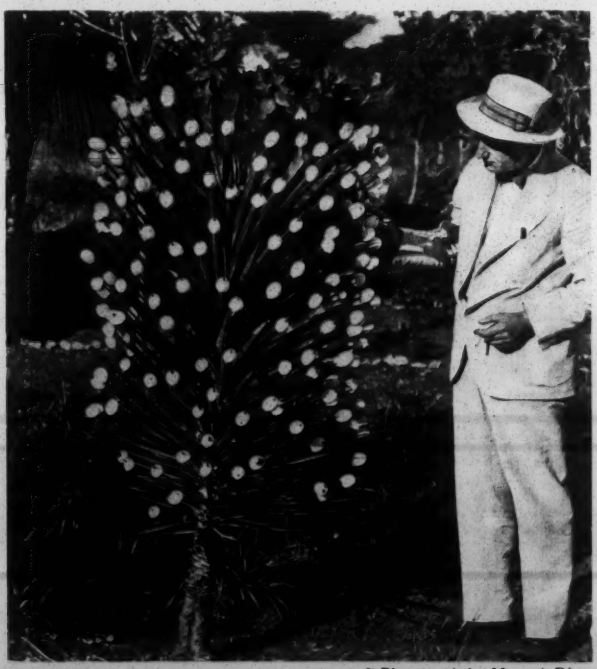

© Photograph by Manuel Dia

AN APRIL FOOL "EGG PLANT"

In Porto Rico and the Dominican Republic the natives have a peculiar custom of decorating the spines of the yucca plant with egg-shells. This one, in Santo Domingo City, appeared from a distance to be a yucca in full bloom. The origin or significance of the custom is unknown (See Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Earthquake Rocks Bulgaria, Homeland of Attar of Roses

WHEN earthquakes rocked the mountainous border of Bulgaria, Greece and Yugoslavia recently, refugees told of nightmare scenes. Rumblings sounded through the valleys, while huge masses of rock plunged down the mountain slopes to meet boiling geysers of water, soaring skyward through mighty fissures opened in the earth.

Bulgaria, the world's chief source of attar of roses, has suffered much from earthquakes in recent years. One of the most disastrous of these upheavals occurred in 1928, when the inhabitants of its famous Valley of Roses were made homeless and most of their fragrant crop was destroyed.

Roses Almost Ready for Harvest

Spring was in the valley, 12,000 acres of damask roses were budded, the rose harvest was only a week away, when the earthquake shook down houses and distilleries. Floods, fed by torrential rains, completed the devastation.

A visit to the valley in rose harvest time, May and June, is a stirring, yet saddening experience. The traveler may come down from Tirnova (central Bulgaria, 50 miles south of the Danube River), and, passing through the gateway of two high cliffs beyond Maglis, emerge suddenly into the Valley of Roses. As far as the eye can reach are rippling red billows—a sea of roses. It is as if some magician had spread a fragrant carpet over the low, round hills—a roseate and green mantle unrolled against the sides of the mountains. Here and there the smoothness is broken by gables amid trees, the homes of rose-field owners.

Roses Picked While Buds

When the dew is on the rosebud its fragrance is sweetest, so early in the morning women, girls, and children go into the fields with baskets to gather the flowers. Long before the sun is high, piles of buds lie on the distillery floors. Bulgaria's garden valley lacks, perhaps, the flower bed's riot of color, because nearly all the blooms have been picked in the bud. Still the fragrance of its precious crop hangs over the land like a sweet, invisible mist.

About fifty thousand rosebuds will yield one ounce of attar of roses. Some attar comes from the old type of distilleries, but modern extracting apparatus has been installed. Klisura and Kazanlik at either end of the valley, and Karlova between them, are the three rose towns of Bulgaria. Their fragrant trade is almost a world monopoly. Only a small acreage on the French Riviera and a new planting by the Greek refugees near Saloniki compete with Bulgaria in world trade.

Chemistry Competing with Valley of Roses

Freight rates concern the Bulgarian rose farmer no more than competition. His is one of the most concentrated commodities in the world. All the attar of roses produced in the 80-mile valley in 1926 weighed a trifle more than 3 tons.

But, like every other farmer, the Bulgarian has his worries. Every paradise has its "bug." To the Valley of Roses the chemist has brought a more damaging blight than any insect. In laboratories many miles from Bulgaria he has made synthetic attar of roses superior in some respects to the rose's own product. It sells to-day from $2 up to $3 per ounce. Natural attar of roses brings between $10 and $13.50 per ounce. Because of the increase in use of the artificial attar, the rose acreage in Bulgaria has been reduced to half its prewar extent.

© *Photograph from Georges-Marie Haardt*

THIS IS A TYPE OF DESERT FIGHTER THAT THE LEGION MEETS

Ngouna, a chief of the River-Tuaregs in the French Sudan. The most striking feature of the Tuareg tribesmen's costume is the bandit-like veil, which was probably adopted to protect the lungs from the dust and sand of the desert. Their women live quite independently and, contrary to the Arab custom, go unveiled, while the men cover their faces. Note the watch lashed to the chief's belt (See Bulletin No. 4).

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Sakhalin: Shared by East and West

REPORTS that the Soviet Union is colonizing Sakhalin direct attention to this strange island, off the east coast of Siberia, which is shared by Japan and the Soviet Republics. Sakhalin is one of the most remote territories of both countries, but its natural riches are spurring both nations to develop the region.

The Soviet development company has sent 10,000 new settlers, mainly builders, miners and fishermen, recruited from various parts of the Union. These colonists have raised the population of the island to about 32,000.

Vast Oil Fields

The northern half of the island, belonging to Russia, is rich in petroleum; but the great oil field around Baku on the Caspian Sea, being much nearer to European Russia, has had most attention and capital bestowed on it. Siberia, however, is demanding a closer supply of oil, and the exploitation of the Sakhalin fields is now under consideration.

The Japanese half of the island also contains important mineral deposits, notably coal. It is as a source of timber and fish, however, that the territory (known to the Japanese as Karafuto) has been most valuable.

The island was a political puzzle to both Russia and Japan for many years. Soon after the Pilgrim Fathers landed on the east coast of America, a Japanese feudal baron sent an agent to this far northern island of the group that swings south from Siberia, at the mouth of the Amur River, to Formosa and Fukien on the China coast. Within twenty years after that the Russians had landed on Sakhalin.

The Japanese later made several trips of inspection. But a small handful of Russian colonists became established and until recent years the majority of the residents of Sakhalin were Russians, while to the Japanese it was little more than a summer fishing resort.

Japanese Paper Mills

By 1875 the sea-going Japanese gave up all rights in Sakhalin to the Russians in return for full rights in the Kurile Islands, and this condition of affairs continued until the Treaty of Portsmouth, which gave southern Sakhalin, up to the 50th parallel, to Japan.

Japanese Sakhalin has little agricultural land but has large forests of both deciduous and evergreen trees, amounting to more than 8,000,000 acres. Japanese paper mills are situated in Otomari and elsewhere, and an effort is being made to develop the paper-making industry.

But it is on fishing that the majority of the Japanese inhabitants depend for a living. As soon as the summer season is over many of the fishermen migrate to the southern islands of Japan for the winter. Mauka, on the west coast of Sakhalin, is the center of the crab fisheries. A post road connects Mauka with Toyohara, which is the capital of Karafuto.

The average annual temperature of the island is near the freezing point, and the Japanese in colonizing the island have had to change somewhat their methods of dressing and building.

There are Russians even in the southern half of the island. For many years this section was distinctly a Japanese land in summer, the streets of the towns swarming with little brown people in their characteristic light attire. In winter

France buys more attar of roses than any other country. Her Parisian manufacturers purchase more than twice as much as the Swiss, who are Bulgaria's next best customers. The United States is third.

Only perfumers buy pure attar of roses. It seldom reaches the counter as such. Since the World War, even rose perfume is seldom offered. Perfumers, bent on excelling the flowers of the field, have presented to the public combination scents in which rose often figures. So when a young man buys an expensive little bottle of perfume for his best girl he can be reasonably certain that he presents her with a bouquet of Bulgarian rosebuds. If the bottle contains but one-thousandth of an ounce of attar, he presents her with the fragrance of fifty roses.

Bulletin No. 1, March 30, 1931.

Note: See also "The Whirlpool of the Balkans," February, 1921, *National Geographic Magazine*, and "The Races of Europe," December, 1918. Supplementary reading about neighboring Yugoslavia, also rocked in the quake, will be found in "Yugoslavia—Ten Years After," and "Color Brightens Rustic Life in Yugoslavia," September, 1930.

© *Photograph by Hester Donaldson Jenkins*

A BULGARIAN LASS CARRIES WATER FOR HER MOTHER

Bulgaria supplies the world with most of its natural attar of roses. When village youngsters are not helping their mothers with domestic chores they are in the fields gathering rosebuds, from which precious perfume is extracted.

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How Geography Plays "April Fool" with All of Us

NO ONE seems to know where or when the custom of playing silly jokes on April Fool's Day originated. One story traces it to France, where the New Year once began on March 25, the celebration lasting until April 1. When January 1 was universally adopted as New Year's the old date was made a mock New Year's, and foolish presents were exchanged.

All of us, however, are fooled every day in the year by certain geographical oddities.

A famous cartoonist recently inquired: Which is farther west, Reno, Nevada, or Los Angeles, California? It is so natural to think of the Pacific Ocean as the extreme western boundary of the United States that the normal response is "Los Angeles." Whereas Reno, due to the sweeping incurve of the southern California coast, is some 100 miles nearer Asia than Los Angeles.

Similarly, the Atlantic coast line makes strange longitudinal bedfellows. Cleveland, Ohio, 579 miles by rail from New York, is 7 miles farther east than Jacksonville, Florida! Miami is almost directly south of Pittsburgh.

To reach the nearest part of Canada from Detroit, Michigan, one must travel almost due south. A bend in the Detroit River accounts for this directional inversion.

Panama offers an "east is west" parallel. Because of a giant twist in the narrow isthmus where it is severed by the Panama Canal the sun rises in the Pacific Ocean. Ships in the canal travel from west to east to pass from the Atlantic Ocean to the Pacific!

It seems absurd to ask "Is the Pacific Ocean east or west of the city of New York in the Western Hemisphere?" Yet at the Chilean port of Arica, center of the recent Tacna-Arica dispute, the blue waves of the Pacific wash a shore line that lies almost as far east as Portland, Maine!

What's in a Place Name?

Names of products which include places are often more confusing. Balsam of Peru originated in the Central American Republic of El Salvador, still the chief producer. This thick oleo-resin, used in perfumes and medicine, received its geographic misnomer in Spanish Colonial days, when all Pacific coast products cleared through Peru, then the most important Spanish colony. It was named for its distribution center rather than for its source.

Irish potatoes, as a name distinguishing white potatoes from sweet potatoes, is likewise a geographical error. The potato originated in the mountains of Peru and Chile. A famine which followed the failure of a potato crop in Ireland led to study of varieties which would resist disease, and to the production of the better grades of potato known to-day.

Panama hats are not made in Panama. Forty-niners returning to the East by way of Panama bought hats made by the nimble fingers of Ecuadorian women and children and called them Panama hats. Most of the so-called Panama hats of the better grades are still made in Ecuador.

Another misleading place name is that of the Canary Islands. An imaginative correspondent, telling of the arrival of the "DO-X" there recently, described flocks of yellow canary birds "for which the islands are named," rising in flocks to greet their mechanical sister of the air. The Canary Islands, however, received their name from the Latin word, canis, or dog. The canary birds of the islands are green; the yellow variety comes from the breeding cages of German peasants.

Capitals of United States and England

If you put the question this way: "In what cities are the capitals of the United States and of Great Britain?" the precise answer is: "The capital of the United States is not in any city and the capital of London is in the City of Westminster."

The explanation is found in the peculiar structure of each of the two seats of government. The capital of the United States is the District of Columbia. Washington, technically, is a post office and a railway station. The National Capital is governed by three District Commissioners, located in a District building.

The Houses of Parliament and the principal palaces of London are in the City of Westminster, part of Metropolitan London. The true "city" of London is a tiny patch, a mile square, in the center of the London Metropolitan district.

Are there any rivers that run uphill? In a sense, yes, and they are not small, obscure rivers, hidden away in jungles and mountain fastnesses. Geography constantly plays April

the scene was far different. Then the Japanese sections of the towns, with their light frame houses with movable partitions, were almost deserted. Activity was centered in the Russian sections, where heavy log huts and churches gave an air of permanence.

In late years the Japanese have succeeded in establishing a greater permanent population in Karafuto. Numerous buildings have arisen more in keeping with the climatic conditions, their architecture being borrowed both from the Russians and from the Japanese of Hokkaido, next most northern of the larger Japanese islands.

Bulletin No. 2, March 30, 1931.

Note: For supplementary reading and pictures of Japan, and of eastern Siberia, consult "Some Impressions of 150,000 miles of Travel," by William Howard Taft, in the *National Geographic Magazine*, May, 1930. Sakhalin is, in some respects, similar to the parts of Siberia flown over by the *Graf Zeppelin*. The story of the *Graf Zeppelin's* flight, "First Airship Flight around the World," can be found in the *National Geographic Magazine*, June, 1930.

© Photograph by Kiyoshi Sakamoto

A FLOWER OF VERSE ADDED TO THE BLOSSOMING CHERRY

These, the ancestors of the beautiful cherry trees of the Potomac tidal basin in Washington, D. C., help to give Japan its name "The Flowery Kingdom." At a recent Cherry Blossom Festival in Washington, the wife of the Japanese ambassador attached several scrolls of poetry to trees in Potomac Park. At this season of the year Washington annually entertains thousands of visitors who come to see the blossoming of the friendly gift of a great eastern power.

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Oran: Portal to the French Foreign Legion

THE blare of bands and the sounds of marching and jollity marked the 100th anniversary of the founding of the French Foreign Legion, one of the most colorful and romantic bodies of troops in the world, in the Algerian city of Sidi-bel-Abbès this month. Men from twenty nations, banded together for adventure under the flag of France, spent savings built up from pay allotments which range from only a cent a day for second class soldiers to five cents a day for corporals.

More than half of the members of the Foreign Legion now are Germans. Next in order rank Russians, Hungarians, Czechs, French and Austrians. There is one American—a lieutenant.

Oran a Bit of Europe Transplanted

While the interior city of Sidi-bel-Abbès may claim to be the birthplace and headquarters of the Legion, it is the seaport of Oran that recruits see first when the steamer brings them from France for enlistment in an army whose motto is "No questions asked."

Oran is located on the coast of Algeria, not far from the Morocco border, and directly across the Mediterranean Sea from Cartagena, Spain. For the most part it is a European city in the land of the Moors of North Africa. French aviators recently established a world non-refueling airplane flight record here.

Hidden behind a modern foreground is the small "Negro Village," where the travelers find the only true North African atmosphere of the city.

In the "village" low, flat-roofed, mud houses flank narrow, dusty lanes. Beturbaned men in flowing white burnooses, and Negroes in white plus fours and discarded fashionable clothing of Oran Frenchmen, mingle with veiled women of the old Moslem school and Berber women, whose blue-tattooed cheeks and chins are half framed in dangling ear trinkets. The rooms of Moorish coffee houses resound with the merriment of Berbers and Arabs as they sit crosslegged.

"Negro Village" Remains Oriental

Then there are the professional story tellers—the "mobile literature" of the inhabitants of this district—and the jugglers, who always have an audience, open air shoemakers and tailors, peddlers and water carriers in the market place, all of whom add an Eastern touch to this district. The Negro inhabitants are descendants of slaves from across the Sahara.

However, for the most part, Oran looks through modern eyes. Ships flying the flags of many nations steam into the new Oran harbor, where they are protected from Mediterranean storms by a long, finger-like breakwater. They are warped into modern wharves where steam cranes hoist bags of wheat and oats and barrels of wine into their holds.

Behind the wharves is a narrow flat area where automobile trucks and mule-drawn carts move to and from the docks in a constant stream. Beyond rises the city to the summit of the nearby African hills. Around the old harbor the visitor might imagine himself strolling through a street of Granada or one of many other cities of southern Spain. Olive-complexioned, Spanish-speaking men and women emerge from white and tinted buildings. Of Oran's 141,000 inhabitants about 57,000 are Spaniards, and other Europeans. About one-fourth are French, one-fourth Mohammedans of various races, and nearly all the remainder are Jews.

Fool with the Mississippi, longest of rivers, and with some of the southern branches of the Amazon. Their sources are actually nearer the center of the earth than their mouths.

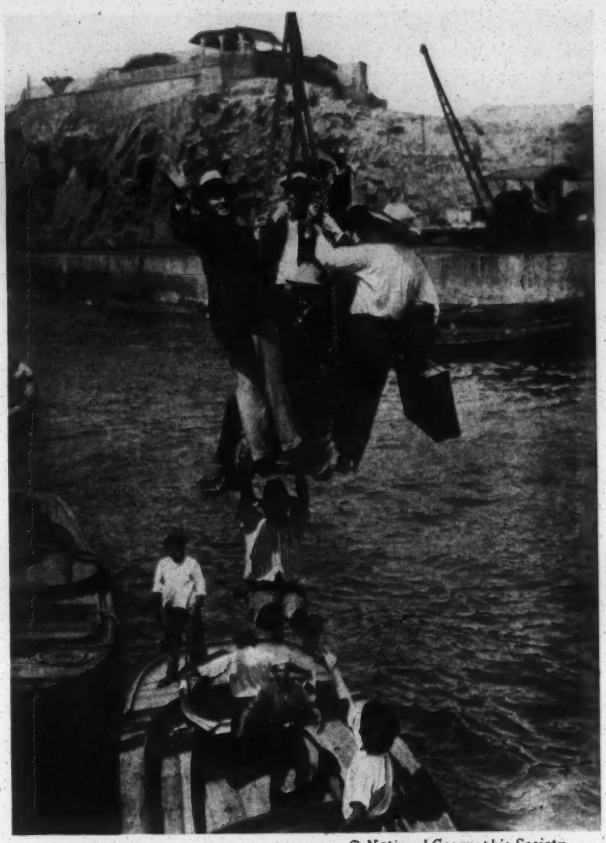
The earth is not a true sphere, being some 13 miles fatter at the Equator than at the Poles. Therefore, a river which rises some distance from the Equator and flows toward it may, if it is long enough, be "higher" at the end than at the start. Regarded in this light the stream "flows uphill."

What west coast city is nearest to New York? By the present air lanes San Francisco is 2,731 miles from New York; Los Angeles, 2,774 miles; and Seattle, 3,433 miles. But bring geography into the calculation and Seattle is nearest, Los Angeles is second, and San Francisco is third. By using the so-called great circle route Seattle is only 2,385 miles from New York; Los Angeles is 2,440; and San Francisco, 2,560.

The great circle takes advantage of the tapering roundness of the earth, shortening air paths nearest the Poles. Following the great circle from New York to Seattle one would pass through Buffalo, Hamilton (Ontario) and northern Wisconsin, up to within a few miles of the Canadian border, and then down to Seattle, 100 miles from the border.

Bulletin No. 3, March 30, 1931.

Note: The Panama Canal is more fully described in "The Dream Ship," January, 1921, *National Geographic Magazine*. For supplementary references about the "city" of London and the Canary Islands, see the GEOGRAPHIC NEWS BULLETIN, February 23, 1931.



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WHERE THE PACIFIC OCEAN IS EAST OF NEW YORK

There is a real thrill for passengers embarking at Mollendo, Peru, when the harbor swell is heavy. Six men, including the one swinging below, are going aboard this trip. Like the proverbial trolley car the steamer chair seems always to have room for one more. Because the South American continent swings so far to the east, the Pacific Ocean actually reaches a point almost due south of Portland, Maine.

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Airmail Reaches Uganda, in the Heart of Africa

THE rapidly extending lines of airmail service throughout the world were pushed into the jungle fastnesses of central Africa this month, when the first freight and mail plane reached Port Bell, Uganda, on the north shore of Lake Victoria. By June the service, which now extends from Cairo, Egypt, to Lake Victoria, is expected to be completed as far as Cape Town. The 8,040 miles from London will be covered in eleven days. Passengers will also be carried.

This new line will be one of the longest airmail lines in the world, rivaled only by the airways down the east and west coasts of South America from Miami, Florida, and the line from London to Karachi, India.

A Land of Cotton

Uganda is a land where thirty years ago natives and wild animals roamed at will, seldom seen by the white man. Now the Protectorate is an important source of Britain's cotton.

Hemmed in from the sea by Kenya Colony on the east, the Anglo-Egyptian Sudan on the north, Lake Victoria and Tanganyika Territory on the south, and the jungles of the Belgian Congo on the west, the Protectorate, which is about twice the size of New York State, has become self-supporting. Ninety per cent of Uganda's exports are cotton.

The cotton crop in 1905 yielded about 350 bales. Now more than 200,000 bales are produced annually. It is not the white population but the black, woolly-headed, flat-nosed natives who are the Uganda "cotton barons." There are about, 1,800 white inhabitants among a total population of more than 3,000,000.

Many of the whites are experts who operate experimental farms and instruct the natives in cotton culture. More than a half-million acres of cotton-growing land are tended by the tribesmen. In eastern Uganda, where the best cotton is grown, native chiefs have large holdings. Their tribesmen take keen interest in small plantations, some of which are smaller than half an acre.

Uganda Railway Doesn't Reach Uganda

One outlet of the Protectorate to the sea is through ports on Lake Victoria where lake boats transport freight to Kisumu, British East Africa, the western terminus of the Uganda Railway that does not touch the land for which it was named.

Freight may also move by rail from the lake, 62 miles north to Namasagali, the head of steamboat traffic on the Nile. A branch railway line to the Protectorate from the railways of Kenya has also been laid. Mombasa, at the eastern end of the Kenya railroad system, is Uganda's Indian Ocean port.

Boats leave Uganda filled with cotton, coffee, rubber, coconuts, sugar, bananas and elephant grass (used in the manufacture of paper), rattan canes, tea and iron. A small quantity of tobacco and flax is grown and some gold and silver is mined.

Where small native villages once stood, the traveler now sees prosperous towns. Entebbe, the capital, is a beautiful little town of bungalows surrounded by well-kept lawns bordering wide streets, shaded from the tropical sun by huge trees. It occupies a peninsula almost surrounded by the blue water of Lake Victoria. Nearly every bungalow is a lakeside cottage.

Natives Now Ride Bicycles

The government house is a gabled bungalow overlooking the lake. Save for a little business carried on in the Indian bazaars and the arrival of lake boats at the pier twice a week, Entebbe is quiet. It suggests a summer resort rather than the seat of government of a large, prosperous colony. Although the capital is little more than a stone's throw from the Equator, its climate is not unpleasant. The thermometer reaches 115° by day, but the nights are cool, the mercury sometimes dropping as low a 50°.

Contrary to popular opinion that central Africa is junglebound, Uganda has a large network of roads linking up various trade centers. On the roads between important towns it is not uncommon to see natives riding bicycles and driving pleasure automobiles and motor trucks. And, beside the road, modern steel plows are often seen turning the soil that only a few years ago had never been touched by anything but the crudest implements.

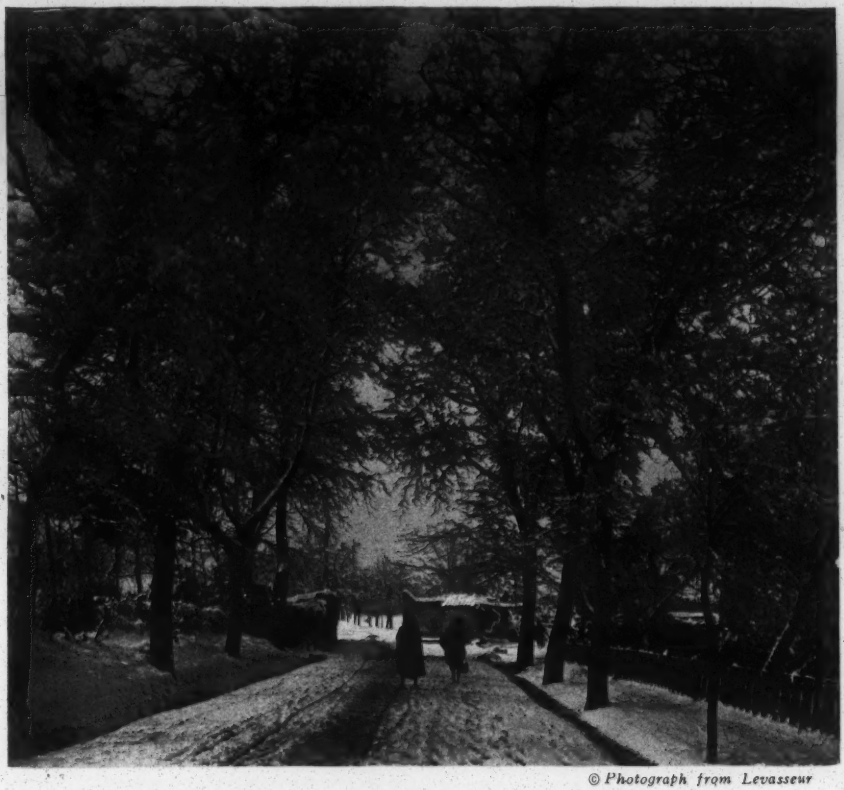
A good road connects Entebbe with Kampala, Uganda's largest and oldest town. Kampala was occupied by the British in 1890. Now it has a population of about 70,000 natives, Indians and whites. There are seven hills in Kampala whose crests are occupied by the

The upper stories of almost every building along the streets which parallel the Mediterranean shore offer views of the harbor. Many of these buildings border boulevards that rival those of Paris. Arab bootblacks lustily announce their trade, Arab newsboys thrust Oran newspapers at passersby, and occasionally a Moslem in native dress mingles with the crowds of Europeans on these thoroughfares. Huge, French shade trees, the musical voices of Frenchmen, parks laid out like those of French cities and buildings of French architecture with French stores in their first floors displaying French goods, have made Oran "the most Frenchified city in Africa."

Oran was founded by the Mohammedans about a thousand years ago. During one half century of its history it was governed by nine rulers of seven different nationalities. Fire destroyed it in 1055, but it quickly rose to become one of the Mediterranean's prosperous ports. About the time of Columbus, Oran had some 6,000 houses, 140 mosques and numerous schools that rivaled those of Spain.

Bulletin No. 4, March 30, 1931.

Note: For supplementary reading and pictures of North Africa see "The White City of Algiers," and "On the Fringe of the Great Desert," February, 1928, *National Geographic Magazine;* "Through the Deserts and Jungles of Africa by Motor," June, 1926; and "Across French and Spanish Morocco," March, 1925.



© *Photograph from Levasseur*

AFTER A SNOWSTORM NEAR THE EDGE OF THE SAHARA DESERT!

This unusual scene, taken at Tlemcen, Algeria, 3,000 feet above the sea, indicates that when the members of the French Foreign Legion are not fighting hostile tribes and enemies of France they are battling the elements. Tlemcen, popular as a health resort among the French residents of the North African coast, is not far from Sidi-bel-Abbès, where the French Foreign Legion was born, 100 years ago this month.

population, while in the valleys are banana plantations and thriving gardens. The Nakasero hill is the government headquarters. Near-by, the Mengo hill contains the residence and headquarters of the native King of Buganda and his principal chiefs. Buganda is the main province of several that make up the Protectorate.

Jinja, at the exit of the Nile from Lake Victoria, is one of Uganda's chief ports. It is the southern terminus of the Busoga Railway, which parallels the Nile for 62 miles. The Ripon Falls and miles of cataracts make the river unnavigable for a greater portion of its length in the Protectorate. Motor trucks also connect the city with outlying districts, so that Jinja is an important concentration point for shipping. The constant influx of goods for export keeps the town in a bustle. Cotton ginning is its chief industry.

Bulletin No. 5, March 30, 1931.

Note: Uganda is described and illustrated in "Cairo to Cape Town, Overland," February, 1925, *National Geographic Magazine*. Students interested in the story of air mail services, their growth and present extent, should read: "Skypaths Through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "Gentlemen Adventurers of the Air," November, 1929; "Seeing the World from the Air," March, 1928; "Air Conquest," August, 1927; "On the Trail of the Air Mail," January, 1926; and other articles in the *National Geographic Magazine* which may be found by consulting "Aeronautics" in the Cumulative Index of *The Magazine* in your school or public library.

© Photograph by Felix Shay

AIRMAIL REACHES LAND WHERE EVEN A MIRROR IS A CURIOSITY

A Uganda porter boy sees himself for the first time as others see him. The trousers represent one phase of changing African customs and costumes. Cotton trousers have almost entirely replaced nudity, or the bark cloth clothes of a few years ago.